

Amendments to the Specification:

Please amend the specification as follows:

Please replace paragraphs 0014 to 0016 with the following rewritten paragraphs:

The invention is explained in more detail below with reference to exemplary embodiments illustrated in the ~~drawing~~ drawings.

Figure [[1]] 1a shows a seat with a backrest part and a seat part according to one exemplary embodiment.

Figure [[1a]] 1b is a control according to one exemplary embodiment.

Please replace paragraphs 0027 to 0028 with the following rewritten paragraphs:

Figure [[1]] 1a shows a vehicle seat 1 with a backrest part 2 and a seat part 3. The seat part 3 is connected to a lower seat structure 4 via a front first fastening 20, a rear second fastening 40 and a diagonal fastening 30. The seat 1 is largely symmetrical with respect to its longitudinal axis, so that, in the illustrated exemplary embodiment both the front first fastening 20, the second fastening 40 and the diagonal fastening 30 are provided both on the left side and on the right side of the seat 1. The fastenings 20, 30 and 40 are discussed in detail below without differentiating the two sides of the seat 1. Each side of a particular fastening 20, 30 and 40 may be similarly utilized.

Figure [[1a]] 1b illustrates the control 10 connected to a triggering means 21, a first monitoring means 31, a first actuator 32, a second monitoring means 41, a second actuator 42 and an actuating means 43. The control 10 governs the actuators 32, 42 of the second fastening 40 and of the diagonal fastening 30, respectively, through the triggering means 21, the monitoring algorithm (or means) 31, 41 and of the actuating means 43 (i.e., it is a function of the existing locking and/or unlocking state of the seat).

Please replace paragraphs 0033 to 0034 with the following rewritten paragraphs:

Figures 6a-g ~~6a-g~~ show a sequence of positions of the seat 1 illustrating the setting of the seat 1 from its normal position into its entry position and back into its normal position. Figure 6a illustrates the seat 1 in its normal position. The seat 1 is illustrated with a backrest part 2 folded forward in Figure 6b. By folding the backrest part 2 forward, the triggering means 21 is activated, so that the second actuator 42 can provide a release of the seat part 3 in the region of the second fastening 40, as illustrated in Figure 6c. Figure 6d illustrates the entry

position of the seat 1. It can be seen that at the point at which the seat part 3 is in the normal position there is sufficient space in order to make it possible for a user to comfortably enter a motor vehicle. Figures 6a-g illustrate the movement of the seat 1 or of its backrest part 2 and its seat part 3 back into the normal position, with a latching of the second fastening 40 (as shown on Figure [[6F]] 6f) so that the seat part 3 is again connected fixedly to the lower seat structure 4. Figure 6g illustrates the seat 1 in its normal position.

Figure 7a-g illustrate a sequence of positions of the seat 1 according to the invention in order to illustrate the setting of the seat 1 from its normal position into its lowered position and back into its normal position. The designation of the various components of the seat has been omitted in each case of these partial figures for the sake of simplicity. Figure 7a illustrates the seat 1 in its normal position. According to the invention, provision is made for a user to be able to initiate the setting of the lowered position by the actuating means 43 which is connected to the control 10 but which is not illustrated in the Figures (not notwithstanding Figure [[1a]] 1b). To this end, the user actuates the actuating means 43 (for example via a push-button switch, touch screen or the like) a signal is sent to the control 10 that the user intends to set the seat 1 into the lowered position. The actuation of the actuating means 43 therefore makes it possible to differentiate between the user's desire to set the seat into the entry position and into the lowered position. The seat 1 is illustrated in Figure 7b with a backrest part 2 folded forward. By folding the backrest part 2 forward, the triggering means 21 is activated, so that - because of the actuation of the actuating means 43 which has previously taken place - the first actuator 32 can permit a longitudinal displacement of the diagonal fastening 30. The beginning of the lateral fastening is illustrated in Figure 7c and the complete displacement of the lateral fastening is illustrated in Figure 7d. Figure 7d illustrates the lowered position of the seat 1. The parallelogram-formed by the first fastening 20 and the second fastening 40 is obtained by a diagonal fastening 30 being latched, i.e. locked, in the normal position of the seat 1. In the lowered position of the seat 1 by unlocking the diagonal fastening 30, a longitudinal displacement of the same is possible, which - by a corresponding manual user operation - leads to the parallelogram collapsing. Figure 7e illustrates the movement of the seat 1 (or of its backrest part 2 and its seat part 3 back) into the normal position. In turn, (as shown in Figure 7) a longitudinal displacement of the

diagonal part takes place leading to the diagonal fastening 30 latching into place in a position corresponding to the normal position of the seat 1 as shown in Figure 7g.

Please replace paragraph 0038 with the following rewritten paragraph:

Figure 11 illustrates the monitoring principle illustrated in Figures 10a-d Figure 10 for preventing the misuse of a seat 1 according to the invention. Figure 11 illustrates three rows which indicate states of various components of the seat 1. Each row illustrates the time profile, t , of the state of the particular component. The designation "0" means, in this case, that the corresponding component is inactive or is not actuated. The first row relates to the triggering means 21, the second row relates to the second actuator 42 and the third row relates to the second monitoring means 41. At a fourth time, t_4 , the backrest is adjusted by unlocking the backrest part 2. Consequently, the backrest part 2 is set into a folded position. When the folded position is reached, the triggering means 21 is activated by means of the actuating part 23 at the fifth time, t_5 . By means of the actuation of the triggering means 21, the control 10 activates the second actuator 42 during a predetermined time interval, T , of 500 ms (for example) in order to make it possible to reach the entry position. If the second actuator 42 has released the adjusting clip 44 of the second fastening 40, the second monitoring means 41 is activated at a sixth time, t_6 . The control 10 is provided in such a manner that a subsequent activation of the first actuator 32 does not take place for as long as the second monitoring means 41 signals an unlocking of the second fastening 40. This also applies to the situation in which the triggering means 21 is actuated again and in principle could bring about a release of the diagonal fastening 30 by activation of the first actuator 32.